

## United States of America

### DRAFT PROPOSAL FOR THE WORK OF THE CONFERENCE

**Agenda Item 1.5:** to consider spectrum requirements and possible additional spectrum allocations for aeronautical telecommand and high bit-rate aeronautical telemetry, in accordance with Resolution **230 (WRC-03)**;

#### **Background Information:**

1. During the meeting of ITU-R Working Party 8B held in September 2004, one Administration presented a paper (Document 8B/30) which proposed the adoption of definitions for the terms “aeronautical telemetry,” and “aeronautical telecommand.” WP8B square-bracketed the definitions in the CPM text and agreed to carry the matter forward for resolution at the next meeting. See Chairman’s Report of the 15<sup>th</sup> Meeting of Working Party 8B, Document 8B/98, Annex 6.

The United States believes definitions in Article 1 of aeronautical telemetry and aeronautical telecommand are unnecessary. This approach is not only the least restrictive of the options for implementing AMT, but has a long and successful history in the ITU. The effort to secure Article 1 definitions would impose substantial burdens on the Special Committee for Regulatory and Procedural Matters and ITU staff, as well as complicate the work of the WRC. Given the points noted in the preceding paragraph, those burdens would far outweigh any conceivable benefit. The United States also believes that there are less formal approaches to exploring the meaning of these terms as an alternative to adopting formal definitions under Article 1 of the Radio Regulations. To the extent any Administration should be of the view that further clarification regarding the scope of the agenda item would be in order so that clarification can be provided via text in the WP8B Preliminary Draft New Report.

2. Remotely piloted aircraft, also referred to as unmanned aerial vehicles (“UAVs”), are envisioned by many as fulfilling a variety of civil applications, and flying in national airspace of numerous Administration within the next decade. Vehicles such as these must be carefully tested before any such operation commences given the obvious safety implications associated with these flights.

Additional spectrum designated for aeronautical mobile telemetry pursuant to Agenda Item 1.5 may be utilized for the flight testing of such aircraft. Such testing is expected to occur at designated test centers on a coordinated basis with incumbent services. Such use does not include command and control of UAVs in national airspace. Consideration of the spectrum needs of UAVs operating in national airspace could be the subject of other Agenda Items.

**Proposal:**

USA/ /01 NOC

ARTICLE 1

*(with regard to definitions for aeronautical telemetry and aeronautical telecommand pursuant to Agenda Item 1.5 (WRC-03)).*

**Reasons:** Formal definitions are not necessary for resolution of this agenda item. Aeronautical mobile telemetry (AMT) has been conducted for many years internationally without special definitions for the terms “aeronautical telemetry” or “aeronautical telecommand.” See No. 5.342, No. 5.343, No. 5.394 and, No. 5.395.

USA/ /02

The operational command and control requirements of remotely-piloted aircraft (Unmanned Aerial Vehicles, UAVs) should not be considered under agenda item 1.5.

**Reasons:** Agenda item 1.5 was approved for one purpose only; namely, to ensure adequate spectrum resources for flight testing in the face of extraordinary increase in telemetry data rates. Accordingly, agenda item 1.5 is not appropriate for consideration of UAVs operating in airspace under civil control.